

**2011 MnROAD Reconstruction
Engineer's Update
For the Week of August 1, 2011**

Welcome to the initial project update for the 2011 MnROAD reconstruction project! The official start date of the project was August 1, 2011. C.S. McCrossan (CSM) was awarded the job earlier this year at a total cost around \$450,000. Stewart Krummen will be the project manager at CSM.

We are pleased to have the Mn/DOT field staff out of Golden Valley (GV) handle the construction administration for the project. Land Wallgren is the Project Supervisor, Martin Roach is the Chief Inspector, and Dan Penn is the Resident Engineer. They are supported by a host of surveyors, inspectors, and other field and administration staff. It is imperative that all of the researchers with ties to MnROAD work through the GV staff so that they can properly administer the contract. I will act as liaison between the various researchers and the GV staff throughout the duration of the project.



A pre-construction meeting was held July 27, 2011 at the Mn/DOT office in Golden Valley. Representatives from Mn/DOT GV, MnROAD, CSM, and their subcontractors were in attendance. It was decided to hold weekly project meetings on Fridays at 8:00 am in the MnROAD conference room. This project has been declared a hard hat project, meaning that hard hats and vests are required at all times while personnel are outside their vehicles on the project.

MnROAD staff completed forensic activities on Cells 5 and 6. These activities include coring along longitudinal and transverse joints to investigate their condition and coring out sensors to determine their position and orientation. Forensic activities were completed Monday, August 1, 2011.

The initial weekly construction meeting was held Friday, July 29 at MnROAD. We discussed erosion control measures, general construction schedule, and material supply and specification issues.



CSM began construction activities on Monday, August 1 with removals in Cell 5. The PASSRC layer proved to be an easy removal by remaining adhered to the top concrete layer. In fact, the stripping from the old concrete layer beneath the PASSRC is visible.

Tuesday CSM continued with removals on Cell 5 along with beginning the panel removals in Cell 63.

Wednesday the MnROAD staff began installing the sensors in Cell 5. CSM continued removals of the panels in Cell 63 and began the pavement removal in Cell 6.

Thursday CSM finished removals of all the panels in Cell 63 and almost completed the removals in Cell 6.

The schedule for today (August 5, 2011) is to finish the removals in Cell 6, clean the removal areas in Cell 63, rough grade Cell 6 to allow drainage over the weekend.



Next week construction continues. In Cell 6, the schedule for next week is to grade the subgrade (Monday – Wednesday), place the OGAB special material and fine grade the OGAB special (Thursday – Friday).

Cell 63's concrete panels are scheduled to be poured on Tuesday.

Currently, no activities are currently scheduled for Cell 5 for next week.

MnROAD staff will begin sensor installation in Cell 6 once the subgrade is set and continue with installation after the OGAB special material is placed.

If you have any questions, feel free to contact me.

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